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Hongkong, March 2, 1906

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Hongkong, January 27, 1903.

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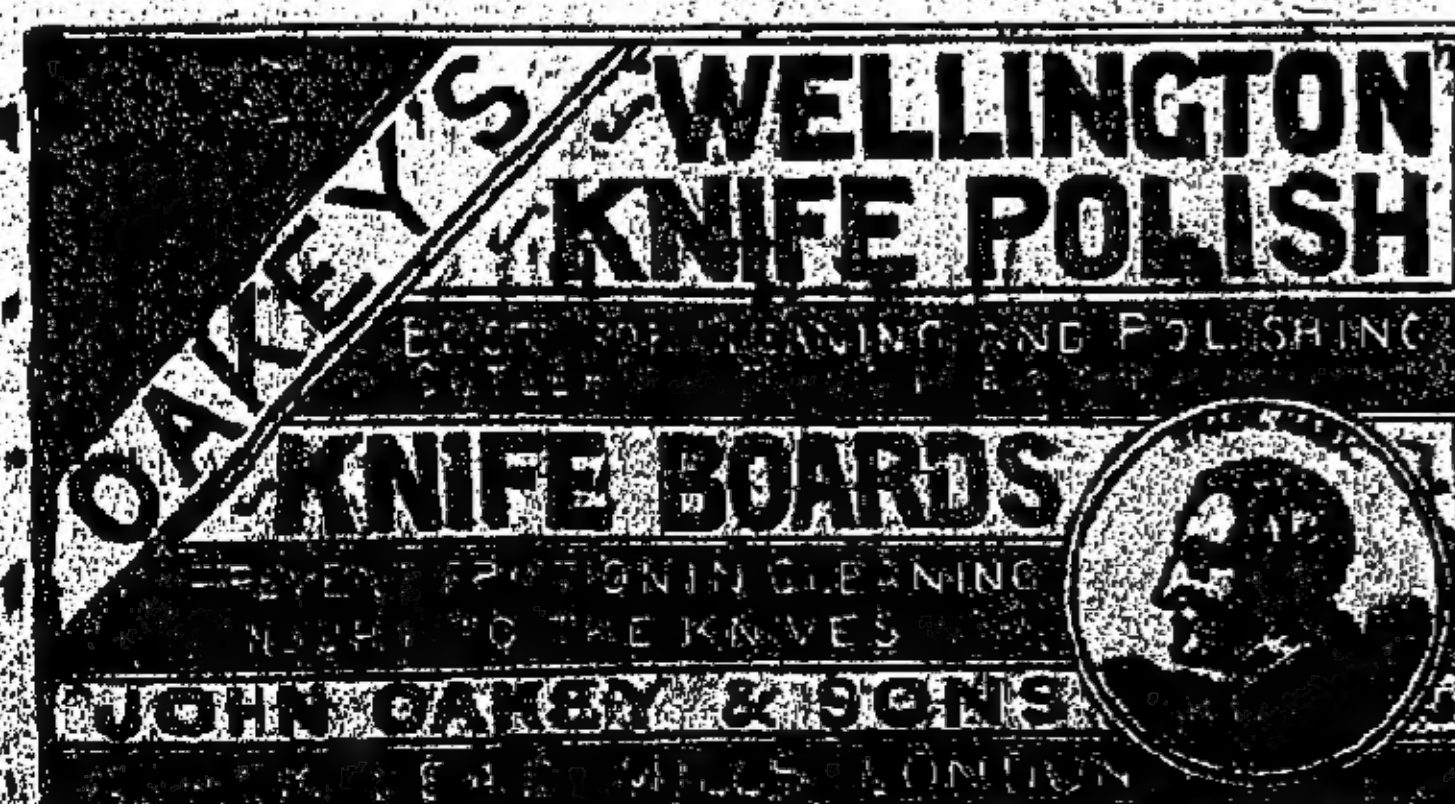
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Intimations.

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Hongkong, August 2, 1906.

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Hongkong, February 10, 1903.

228

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TOTAL FUND at 31st DECEMBER, 1907,

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—Authorized Capital £3,000,000

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—Paid-up Capital £2,500,000 0 0

—Free Funds £3,061,374 15 9

—Life & Annuity Funds £16,515,842 10 0

Sinking Fund Account £6,907 5 3

£15,114,624 11 1

Revenue Free Branches £2,290,652 13 7

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Branches £2,290,652 13 7

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95

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BEST MILK IN THE MARKET

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SOLE AGENTS—

Schuldt & Co.,

HONGKONG & CANTON.

Hongkong, April 22, 1906.

THE USE OF THE MOTOR IN
WARFARE.

Just as motor traction is bound to

gradually supersede the ordinary vehicular

traffic on our roads, so in mechanical

transport, says the "United Service

Gazette," destined to replace all other

forms of military transport in the near

future. The Army Council have not lost

sight of this contingency, and have been

carefully making provision for it through

the medium of the Mechanical Transport

detachment, which forms a part of the

Army Service Corps Training Depot at

Alghero. The announcement just made

by the Army Council of the offer of a prize

for a suitable light tractor is further

evidence of the fact that developments

in the motor transport service are in

contemplation by the military authorities.

That some measure of success in the direction

of providing for motor transport in

case of national emergency has been achieved

by the Army Council is shown by the

Annual Report of the Mechanical Trans-

port Committee for 1907, which has just

been issued.

According to this report the scheme

for the registration of motor vehicles,

which was formulated by the Army

Council some time back, has been put

into working order. It was at first

thought that touch could be obtained

with owners through the National Traction

Engine Users' Association and the

Commercial Motor Users' Association,

or by means of advertisements, but it

was found that many owners were not

members of these associations and did

not see the advertisements. The total

number of vehicles registered during the

year was 82, these consisting of light

tractors and lorries. The experiments

carried out with the chain tractor were

highly satisfactory, and the results are

reported to have far exceeded the expectations

of the Mechanical Transport Com-

mittee. It crossed two ditches, one of

which was five yards wide and eighteen

inches deep, with sloping banks, and

hauled a load across country which no

other vehicle could attempt to cover.

For a first year's work this may be said

to be fairly satisfactory, but obviously this

rate of registration must proceed more

rapidly in the second year, if the degree of

efficiency necessary to complete the scheme

of national preparation for defence is to

be quickly reached.

At the last annual dinner of the Motor

Union, General Sir John French, who was

present, referred to the bearing and in-

fluence of motorizing on the science and

practice of war. Owing to the great de-

velopment of modern firearms and the con-

commodious hosts which every great Power in the

world, except ourselves—own an island

Power like Japan—maintained, the size of

modern battlefields had become infinitely

greater than in former days. The front

during the Battle of Muden was fifteen or

twenty times as great as that of Waterloo.

Owing to this state of things commanders

of armies in the field had lost the power

which commanders of old enjoyed, the great

power given by the exercise of personal

influence and control over the fight. The

field telegraph and telephone had improved

matters, but the great drawback had been

lost ever since the Franco-German War.

From the experience carried out of late

years, both in his country and abroad, the

military authorities have come to the con-

clusion that in the next big war they would

find that the motor had, in a great measure,

restored lost power to the commander-in-

chief, who, by its aid, would be able to

exercise nearly as great an influence

over the fight as was exercised by the

great commanders in the days of Wellington

and Napoleon. The motor has not

only conferred this tremendous advantage,

but it has also proved of the greatest value

in the training and instruction of troops for

war.

Although mechanical traction in the

Army is only of comparatively recent

growth, it has already rendered very

good service to the State. It received

its first trial in the South African

War, where its use first taught us the

lesson that an efficient repair station,

capable of acting as a mobile base in

time of war, was an absolute necessity;

a lesson that the Army Council have not

failed to profit by. Liability to breakdown

is, of course, a factor of major importance

which must always be provided against and

in the field it becomes, without adequate

provision for contingencies, a menace

to the efficiency of an otherwise well-

organized system. Thus, in South Africa,

it was the absence of such a provision

which constituted the greatest obstacle

to the successful use of mechanical trans-

port during the war, and it is owing to

the fact that this requirement has since

been met by the Army Council, that

mechanical transport now forms such an

encouraging feature of our manœuvres.

To-day, perhaps, it may be only right to

say that the mechanical transport depart-

ment of the Army is one of the most

efficient and progressive branches of the

Service.

It was Austria that was probably the

first to perceive the possibilities of the

motor for military purposes, and from the

very first the Vienna War Office have been

constantly experimenting with new types

of cars for transport and other purposes.

Quite recently a car was built to carry

two persons and equipped with a power-

ful searchlight capable of illuminating

several miles of country. It proved

quite a success, and a number of cars

of like pattern have, in consequence,

been ordered. Transport automobiles of a

new and interesting pattern are also being

constructed. Each car is fitted with 40

horse-power motors, one in front and one

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Fabrics**FOR
SUMMER GOWNS.**Wm. POWELL, Ltd.****Hotels.****MACAO HOTEL.**SPECIAL REDUCED SUMMER
RATES.
Per Day...\$ 4.00 to \$ 7.00 according to
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Per Week 25.00 to 40.00 do
Per Month 90.00 to 140.00 do
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Monday morning...\$7.00 to \$10.00.
Two persons occupying one room will be
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Children under 12 Half rates.**SPECIAL TERMS FOR FAMILIES.**Excellent Cooking by An Chinese, for
over seventeen years, chief cook with the
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Macao, May 15, 1908. 730**BELLE VIEW HOTEL.**

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SATURDAY, Aug. 8th, and SUNDAY,
August 9th,
commencing at 5 P.M. sharp.**FRED. E. J. BISHOP,**
Manager.

Hongkong, August 6, 1908. 493

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New English Songs.

THE COMIC FILM.

A MAGNETIC REMOVAL.

CHANGE OF PROGRAMME**EVERY SECOND DAY.****Two Performances Nightly.**

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Tickets can also be obtained at the
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DES VUE ROAD
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Telephone No. 252.**'A HISTORY OF UNION****CHURCH.**By Rev. G. H. BONDFIELD and
BYER BAIL, M.R.A.S.

Edited by Rev. C. H. HICKLING.

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PIANOS**

ON HIRE

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Attention Inclusive.**S. MOUTRIE & Co.,**

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VERY OLD LIQUEUR

SCOTCH**WHISKY**

A Blend of the Finest Pure

Malt Whiskies distilled in

Scotland

OF

GENUINE AGE

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FINE MELLOW**FLAVOUR.**

PER DOZEN.....\$16.50.

WATSON'S**D. SHERRY**

Superior Pale Dry.

Per Dozen.....\$19.50.

Rainier Beer

LIGHT, wholesome, and

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Undoubtedly the best Beer

brewed in America.

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THE HONGKONG DISPENSARY

**THE CITY OF PARIS,
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PHONE No. 586.

JUST RECEIVED**A New Consignment**

OF

PARIS MODES

and GOWNS.

679

BIRTHS.At Stokes' Bungalow, The Peak, on
7th August, the Wife of J. FISKE
MILLER, of a Son.

KAUFMAN.—On the 25th inst., at Yokohama, to Mr. and Mrs. J. KAUFMAN, a Son.

GOLDSTEIN.—On August 2, 1908, at Shanghai, to Mr. and Mrs. MARCO GOLDSTEIN, a Son, LAZARUS.

FULLERTON.—On Monday, August 3, 1908, at Ennerdale, 50 Sima Road, Shanghai, to Mr. and Mrs. A. R. FULLERTON, a Daughter.

DEATHS.

KIMPTON.—On August 1, 1908, at Shanghai Ernest Leslie, infant son of Mr. and Mrs. H. E. KIMPTON, aged 10 months.

WILSON.—On August 2, 1908, at 22 Nanjing Road, Shanghai, EDWARD GOULDING, aged 13 years and 6 months, only son of E. G. WILSON.

ELLS.—On August 3, 1908, at No. 35 Sima Road, Shanghai, JOHN SCARLEIGH, son of Francis and Lillie Ellis, aged 11 months.

THORN.—At No. 84-A Bluff, on Monday, 27th July, ROBERT MORRIS, only son of Mr. and Mrs. CHAS. H. THORN, aged one year.

MEMOS FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Household Furniture, at No. 30, Leighton Hill Road.

Miscellaneous.

Goods per Guthrie & Co. undelivered after 4 p.m. this date will be landed.

General Memoranda.

MONDAY, August 10.—

Transfer Books of The Hongkong and Whampoa Dock Co., Ltd., close from this date to 25th August, inclusive.

Register of Shares of the Hongkong and Shanghai Banking Corporation close from this date to 25th inst. inclusive.

Goods per Yarrow undelivered after this date at Noon will be subject to rent and landing charges.

TUESDAY, August 11.—

Goods per Delit not cleared at 4 p.m. on this date subject to rent.

2.30 p.m.—Auction of Household Furniture, etc., at Mr. Geo. F. Lammer's Sales Rooms.

WEDNESDAY, August 12.—

2.30 p.m.—Auction of Valuable Furniture, etc., at Nos 8 & 10, Lee House Street, Carlton House Hotel.

THURSDAY, August 13.—

Goods per Bengio undelivered after this date subject to rent.

Goods per Bengio not cleared at 4 p.m. on this date subject to rent.

FRIDAY, August 14.—

Meeting of The Hongkong and Shanghai Banking Corporation, at the City Hall.

SATURDAY, August 15.—

Meeting of The Hongkong and Whampoa Dock Co., Ltd., at Co.'s Office.

NOTICE.

Letters relating to business should be addressed to THE MANAGER.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of the 'CHINA MAIL' should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 1, 2, 3, 4 and 7, should be sent to our Office at 5 Wyndham Street not later than 11 a.m. New Advertisements should be sent to our Office at 5, Queen's Road, Central before 5 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Mail, Hongkong, Telephone No. 22.

The China Mail

HONGKONG, FRIDAY, AUGUST 7, 1908.

MONGKOKSUI

On the whole we are inclined to agree with His Excellency the Governor that no good purpose could possibly be achieved by further postponing action in regard to the provision of an adequate typhoon shelter at Mongkok. Indeed, Sir Frederick Lugard was not too emphatic when he said that such a step would be nothing more or less than culpable vacillation. It is no new question has been before the Colony on and off these twenty-five years, though the disastrous typhoons of recent years, together with the gradual

THE TURKISH MINISTRY.

(Exclusive Service supplied by Reuters, via Bombay.)

LONDON, August 7.

Two Christians have been appointed to the Turkish ministry: they are Prince Mavrogordato, a Greek, who has been given the post of Minister of Agriculture, and Gabriel Effendi, an Armenian, who takes the portfolio of Public Works. All the Ministers are new men.

THE AIRSHIP DISASTER.

(Exclusive Service supplied by Reuters, via Bombay.)

LONDON, August 7.

Subscriptions are pouring in on Count Zeppelin from all quarters of Germany. One capitalist has given £5,000 sterling towards the building of a new airship.

TYPHOON WARNING.

The following telegram has reached the American Consulate-General from the Manila Observatory:—

August 6th, 1908 at 6 p.m. Cyclone or typhoon N. of Aparri filling up.

NEWS OF THE DAY.

To-morrow is the first day of Autumn in the northern hemisphere, according to the Calendar.

Korea is the latest country which the Salvation Army authorities have resolved to attack. Officers have been appointed by General Booth to begin the work, and they will sail for the Far East early in August.

The Home Office in London has informed an anxious enquirer that "the Union Jack is to be regarded as the national flag and may be used generally by British subjects on land." That settles a long-disputed question.

Not only did Clyde shipbuilding show a heavy falling off in work during the last half-year, but some of the yards are at present without a new order. Vessels launched totalled only 134,000 tons, compared with 304,000 tons for the corresponding period last year.

A telegram from Rome states that on the celebration of his jubilee, in September next, the Pope will hold an important consistory, at which sixteen new cardinals will be made, including six Italians, two French, one English, two Americans, two Austrians, one German, one Portuguese and one Spaniard.

This afternoon Hon. Mr. Pollock, K.C., appeared before the Chief Justice and the Puisne Judge at the Supreme Court to ask leave to appeal on behalf of the Russo-Chinese Bank against the decision in the case Li Yau-Sun v. Russo-Chinese Bank. His chief point was misdirection of the jury. The application was granted.

NEWS OF THE DAY.

Owing to pressure on our space we have been compelled to hold over the Correspondence with regard to the new Typhoon Anchorage.

Last night the body of a European, who appeared to have been a fireman on a ship, was recovered from the harbour but there were no papers on him which would in any way reveal his identity.

The issue by The Times of a volume of Mr. Asquith's speeches recalls a story of the Prime Minister's boyhood. As a lad in his teens, Mr. Asquith was notable for his abstention from all games. The reason for this absence and the place of his refuge when cricket and football were the order of the day were accidentally discovered by one of the masters, who came across the future Prime Minister immersed in the perusal of The Times in the back parlour of a bookseller who lent out a copy of that paper at a fee of a penny per reading. The embryo statesman was thus accustomed to spend his spare time in studying contemporary politics and history.

One of the most interesting articles in the current number of The Century is Professor Percival Lowell's "Proofs of Life on Mars." He has not the slightest hesitation in saying that the red planet is inhabited by beings presumably very like ourselves. They are folk worth knowing, he declares, and the canals which which they have scanned the sides of their world show them to be of a very high order of intelligence. He seems to imply a suggestion that it is not scientifically impossible we may some day communicate directly with these kinsmen beyond the outer ether. But Mars is very hard up for water, and long before pleasant life has ceased on this world our remote kinsmen will have died of thirst.

Talking with a friend some five or six weeks before his death, the conversation usually turning on death duties, Sir Henry Campbell-Bannerman said, "People seem to think I am a rich man. I am afraid they will find themselves disappointed. I have tried in my time to do some small service to the State, but it will not be posthumously continued in the shape of excessive death duties." Like all his appreciations of himself, this may probably turn out to err on the side of modesty. Sir Henry became in his time the heir to two fortunes, and though he lived generously, entertaining lavishly both in his country home and his town residence, his expenditure was not extravagant. It certainly did not take the form of financial speculation, which within the space of a year, reduced the patrimony of one of his Cabinet colleagues to what, by comparison, was a mere pittance. It is said by some having intimate knowledge of the private relations of the late Premier, that among the beneficiaries of his will will be found the wife of one of his proteges, whom he advanced to high administrative position, with a seat in the Cabinet.

YOU would like it at first because of the pleasant time afterwards because of the good it would do you. That's the reason. Wise of old times.

THE BOXER INDEMNITY.

CHINA THANKS AMERICA FOR REDUCTION.

(Chinese Mail's Service.)

PEKING, August 6.

Tang Shiu Yee has been ordered to proceed to America to thank the U. S. Government for the reduction in connection with the Boxer indemnity.

Tang Shiu Yee intends to take along with him some ten scholars to study American industries.

VICEROY SUM CHEUNG HSIN.

RECEIVES PRESENTS FROM THEIR MAJESTIES.

(Chinese Mail's Correspondent.)

PEKING, August 6.

The late Viceroy of Canton, Sum Cheung Hsin, who is well known in Hongkong, still continues in the good graces of Their Majesties, the Emperor of China, and the Dowager Empress of China, who have graciously sent him a present of summer medicines and tea.

ALLEGED ASSAULT BY A SERGEANT.

Washerman As Complainant.

Sergeant Taylor, of the 25th Co., Royal Engineers, was summoned by Lau Kiu Wan, before Mr. J. R. Wood, at the Magistracy this morning for assault.

Mr. G. E. Morrell appeared for the defence.

In giving evidence complainant stated that he had washed clothing for one or two companies of the Royal Engineers for over two years and on the first of the present month he was at Wellington Barracks collecting money. Meeting the defendant, complainant had told him that he had washed 77 pieces of clothing for him and the amount due was \$2.31. Defendant said that he had lost a white handkerchief and a pillow case, and that he must return them before he was paid. Complainant returned later to the barracks with the missing articles, and saw the Sergeant who took him to his room and produced a pair of white trousers which he said had been destroyed in washing. Then the defendant, without saying anything, struck him three times on the face. Witness ran, and was chased by defendant. As he fled downstairs his hat fell off, and he nearly fell too. Defendant threw his hat after him. He went to the Pay Office where he saw three officers, but as they had no time to speak to him he went to the Magistracy and took out a summons. He did not lose any of defendant's clothing.

His Worship—Are they (the pieces of clothing produced) the same, or some that you bought?

Complainant—These are new: I bought them. Defendant had blackened his lower lip and loosened one of his teeth. He worked for complainant till the 20th ultimo, and was told he was not a good humoured man.

Cross-examined: The 40th Co. have asked you, haven't they?—I haven't done any work for them this month.

That is owing to your unsatisfactory washing?—No. It is only that the defendant and some of the soldiers lodged complaints.

The clothing in Court was never delivered by you to the defendant. You brought the articles new and brought them to Court?—He told me to go back and get his clothing for him. As a matter of fact, I did not lose his articles.

In the defendant's room you got very excited and talked as only a Straits Chinese man can talk?—I did not say anything.

You swear that the defendant hit you without saying anything? Do you expect the magistrate to believe that?—He spoke to me, but before I could reply he hit me.

He told you to get out?—He didn't.

Why should he tell me to get out?

I'll tell you why he told you to get out. Because you were talking to him in a most excited manner?—I said nothing at all.

What did he hit you with?—His fist.

Let me have a look at your face. (Where are the marks?—Seven days are passed now.)

You were taken by the shoulders and pushed out of his room weren't you?—No, he struck me and I ran away.

Defendant said complainant washed clothing for him for two months. The first month he was very unsatisfactory, but when defendant complained he promised to do better. The second month he went from bad to worse. Before his contract terminated with the 40th Co. witness had lost four articles of clothing. When defendant saw complainant, who had left a pair of broken kneed trousers in his bunk during his absence, he called him into his room to speak to him. Defendant asked him what he meant by returning such things. Complainant refused to replace them, so defendant asked him to leave. The washerman continued to talk and defendant threatened to push him out if he did not go. As he still refused the defendant pushed him out, and when he saw him later threatened to sue him if he did not replace the missing clothing. Sergeant Saunders of the 40th Co. Royal Engineers testified that there were no marks on complainant's face.

The summons was dismissed.

AS A LAST RESORT.

BEFORE going to the expense of calling a doctor for a case of diarrhoea, or any other procedure a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and you will be more than repaid. There is no other medicine in the world that has saved so many lives as this remedy. For sale by Royal Dispensary and Messengers.

CANADIAN BUSH FIRE.

NUMBER OF DEATHS EXAGGERATED.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, August 6.

From the latest information it appears that the loss of life in connection with the disastrous bushfire which swept over a hundred square miles in the Crow's Nest region of British Columbia has been greatly exaggerated. Probably no more than seventy lives have been lost.

The latest trains out to the doomed region passed through immense sheets of flame and the carriages were repeatedly set on fire.

Over four hundred refugees have struggled into Nelson township and stores for the relief of those who have suffered by the fire are pouring in from all directions.

TRADEMARKS IN CHINA, JAPAN AND KOREA.

(From Our Own Correspondent.)

SHANGHAI, August 7.

Tokyo wires that the trademarks treaty between America and Japan respecting the protection of trademarks in China and Korea was ratified yesterday afternoon.

CHINA'S SALT MONOPOLY.

THRONE MEMORIALIZED.

(Chinese Mail's Service.)

PEKING, August 6.

The Board of Revenue has memorialized the Throne to appoint special commissioners to the various provinces to investigate the salt monopoly.

THE OPIUM QUESTION.

DEALERS MUST OBTAIN LICENSE.

(Chinese Mail's Service.)

PEKING, August 6.

It has been decided that after Tuesday, August 11, all opium smokers, and those who deal in prepared and unprepared opium, must obtain a license.

[The telegram does not state whether this applies to the whole of the Empire or only to Peking.—Ed., C.M.]

SUGGESTED PARLIAMENT FOR CHINA.

GRAND COUNCIL HAVE HEARD SPECIAL MESSENGER.

(Chinese Mail's Service.)

PEKING, August 6.

Tuan Fang, Viceroy of the Two Kiangs, has sent a special messenger to Peking to personally memorialize the Grand Council with regard to the many advantages of a National Assemblage (Parliament).

The members of the Grand Council expressed their pleasure at hearing the views which were put before them.

RETURN OF PRESIDENT FALLIERES.

LONDON, August 6.

President Fallieres has returned to Paris.

TURKEY.

LONDON, August 5.

The Turkish Minister of Marine has resigned. The public, who are excited and impatient, insist on the withdrawal of the whole cabinet, and the formation of a homogeneous liberal ministry.

It is reported that four other ministers have resigned.

AIRSHIP DISASTER.

LONDON, August 5.

Count Zeppelin's airship broke from her moorings during a gale at Stuttgart, afterwards catching fire and disappearing in the air. Count Zeppelin is safe but there are several others injured.

DEATH OF A "TIMES" CORRESPONDENT.

Speech By The Governor.

[illegible]

year you will find that the tonnage on British ships stood at 6,922,830, and on foreign ships at 5,669,393. That is to say, it is practically half. But the tonnage of Japanese ships has risen to 200,000 per annum. Really, gentlemen, I think that is a small sum, and it is hardly worth the indignation protests which have been received by the Government in this matter. The disastrous effects which the shipping interests contemplated will follow upon the policy of the Government it may perhaps after some years trim it possible to alter our fiscal course, and I think some thing might be done. I am sure that the proposal which is now before the Council is a reasonable one, and a moderate one. With regard also to the point as to theonus which falls upon you to shipping, it will not be a heavy one. The latest official calculation shows that during 1907 including charges for light dues, and buoys, the charge to each E. and O. mail steamer was \$248, the charge to each Japanese steamer \$203. These gentlemen, I think, do not seem to me to be at all outrageous figures. It is to me a matter of the very greatest possible regret that we have not reached the point on this question, and my opinion is a very strong one, that the decision is a very bad one. I can assure you it has been duly weighed. It is not pleasant at all times to impose extra taxes, least of all at a time when the community is so full of grief. I think that the proposal is opposed by members of the community of such weight and standing as those who have signed this protest, members of the community whose views are of great consideration to the Government. I had hoped that the compromise of two cents per ton would have produced unanimity, and I greatly regret that it has not done so. It is as we all know, a very small increase. We are in the United Kingdom, in Japan, and all round, the burden of taxation is increasing, and we cannot hope that the gentlemen, turn round and say that the Government is to do nothing. In this matter Government is placed, as we may say, under cross fire. On the one hand I find myself standing here to-day to defend the principle of construction of a type of ship, and on the other hand I have to defend the Government. If, anything, was the question of delay in not having done it sooner. I trust I have carried with me those who were so doubtful about the shelter. I think that the outside world will be shown to have been right. I have argued that it should have been done long ago that there has been no undue delay. In the debate on September 17th on the estimates, the Government was practically defeated. I stated that I concurred in the principle of the typhoon refuge. On October 3rd, in reply to the speech of Mr Osborne and Mr Hewitt, to which I have already referred, I stated that I had agreed to see if it could be reduced. On December 13th the revised report of the engineer had been received, and the Committee when they asked for further time to consider the report and the plans on a work of such great magnitude. On January 4th they reported that they had some doubts, but that in my mind as in the position of the shelter, and I took the opportunity to again confirm the views of the merchants through the Hon. Registrar-General, that the shelter was not the position of a shelter. I was assured that they were strongly in favour of Mongkoktsui, and if they had hesitated between any and any other position, it was simply because they had not the opportunity to do so. I am sure that the delay which would afford an advantage against typhoons. Having received the unanimous report of the Public Works Committee I went fully and carefully into the question of the shelter, and on March 1st I submitted the proposals to the Secretary of State. On May 27th, having had no reply from him, I telegraphed the Secretary of State, requesting a reply to the Secretary of the Treasury and the consulting engineers. On July 15th I again telegraphed, and I received the reply that the consulting engineers proposed certain modifications, and I asked whether the consulting engineers could submit by telegraph the chief points on which they wished further information. On August 4th I received a reply saying that they had no further information on certain points, but that we could proceed at once with a portion of the dredging. Meanwhile correspondence was continued with the Chairman of the Board, and the result of it was that before you on this matter, I think, agree with me that there has been no waste of time in this matter. They will also agree that the cost of the shelter would be very much over the cost of the dredging. I have alluded to the dredger. At this last meeting of Council, in answer to a question from the Hon. member on my right, the Hon. Director-General, regarding this purpose, I said that I thought that the purpose which I think we may say it was a good bargain, and I hope that its acquisition will reduce the cost of the typhoon shelter. I may remind you that, if the shelter had been sold out of the country, it would have been sold at a very low price for whatever we had to do, and I have good reason to believe it was likely to be sold out of the Colony, and within 48 hours an offer was made. She was sold for £100,000. I was advised that to look her now would be an unnecessary expense to the Colony. She was surveyed in working condition and found to be everywhere sound and ready for service. I may also mention the figures given by the Hon. Director of Public Works when he contrasted the capacity of the "St. John" with the "Canton River": that the maintenance of the one compensated for the other. It is 45 years old, and the "St. John" will add a very remarkable before I resume my seat regarding the last letter which I only saw this morning from the shipping interests. They say that the last typhoon goes to the destruction of another shelter at Mongkoktsui. I am informed, gentlemen, that according to the police report, that the last typhoon destroyed another shelter at Mongkoktsui, and that the ship was known to be lost. As I have now, these figures must be very much upon the water. In that number of 63 just quoted are included very many vessels of European make, and the number of July 27th, 1907, was 1,000. The returns from the Observatory show that it never reached any point west to north; it therefore was not so destructive to the harbour as it was frequently supposed to be. But we may say that we have a typhoon from the west, with its more destructive results than experienced in the past. It is the only one to reach the coast of the harbour. Many had to Stonestown.

[illegible][illegible]

the sum realised should go towards the outstanding deficiency of the Hongkong Relief Fund, and the Government should be asked to contribute an equal amount to any amount subscribed by the community. The balance we have in hand of the typhoon relief committee, will be, partly, I fear, required to meet the needs of a sum equal to that subscribed by individuals of the Colony, \$249,000. The Government proposes to give half out of the revenues, supposing we assume that the light dues stand still, the Government still gives half, which amount to \$750,000. I do not recollect any other point that was raised. I will now put the resolution to the vote.

The Attorney-General - A point of order. May I ask the hon. member to specify if his proposal is an adjournment of the debate?

Hon. Mr. Murray Stewart said he was not, and framed his amendment which reads: "That the debate shall be adjourned pending deliberations upon the Shipping Companies' proposal."

It being put to the meeting the amendment was lost, the unofficials voting for and the officials against it.

The resolution was then carried by ten to two, the Hon. Mr. W. J. Wilson being the only official voting against the resolution.

The Excellency.—Council stands adjourned sine die.

THE POLO MATCH.

Owing to the ponies of the Shanghai Polo Team not arriving here until Wednesday morning the match for the Interport Cup presented by Mr. Kewiss is postponed till Thursday 13th inst. at 5.30 p.m. The Polo Club will be at home to their friends during the game.—The Polo Club dinner at the Hongkong Club is postponed until Thursday or Friday next. The match between Shanghai and the Middlesex Regiment will not take place on Monday.

IMPERIAL MARITIME CUSTOMS BOYCOTTED.

Owing to some misunderstanding with Mr Charles Kliene, the assistant Superintendent of Customs, the merchants of Hongkong are boycotting the Imperial Maritime Customs.

The British Consul is at present at Pakhoi and the merchants are awaiting the return to settle the dispute.

ACCOUNTANT CHARGED WITH EMBEZZLEMENT.

A former accountant in the Hop Ieong firm, at 383 Queen's Road Central, charged, before Mr J. R. Wood, at Magistrate's sitting this morning, with embezzling \$106.16 which he had collected on behalf of the firm and converted to his own use. He had absconded to Canton but one of his partners had enticed him back to Hong Kong where he was arrested, sentenced to six months' imprisonment was imposed.

COMPANY MEETING.

Bell's Asbestos Eastern Agency Ltd.

The Thirtieth Ordinary General Meeting of this company was held at the offices of the Company, 79, Gracechurch Street, London, on Wednesday, the 8th July.

The directors presented the reports, accounts, duly audited, to the 31st December, 1907. The balance of Profit and Account, inclusive of £438 5s. 5d. borrowed from previous year, showed credit of £2,069 8s. 10d. The directors recommended that this amount be divided as follows: To set aside £200 "Reserve," to write £500 of "Fund of Trading Rights," to pay a dividend of 15 per cent. for the year, (free of Income Tax), absorbing £720 15s., and to forward £247 10s. 10d. to the next account; the sum carried forward included provision for payment on June 1st of sum of £690 of the Deductible, in lieu of the Bond.

COMMERCIAL.


The German Trade Union has resolved to restrict the production for the third quarter of the current year by 15 per cent.

At the general meeting of the Rubber Company in Hongkong it was resolved to divide of 4 per cent. and a plan for the start of two years ago should be finished in four years. The balance sheet shows a loss of £11,100 in 1907 and of £8,576,724 in 1908. At the end of the year the capital is reduced to £1,000,000. The directors have decided to develop the cultivation of the plantations.

According to the *Kobe Shinbun*, the Chinese firm of Ye-Chuang at Kobe has become bankrupt. The total liabilities, however, are said to be only about £100,000. The firm being the Naniwa (About ¥6,000), the Kobe Marine Insurance Company, and Osaka Marine Insurance Company. The firm has practically no assets. Creditors are likely to lose their money, but it is not expected that the failure will have any effect on the commercial port of Kobe.

It is reported, says the *Asahi*, that the Uraga Dock Company has been compelled, owing to the depression in the shipping trade, to still further on its expenditures. The capital of the company has been reduced one-half to ¥600,000, and during the past year has lost ¥1,000,000. The company has been obliged to reduce expenses. Many foreign shareholders in this concern.

A. L. Home, at left, an inviolable in the form of Reserve. Residue Cur from all excessive. Address and telephone wife.



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Hongkong, August 6, 1908. 853

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 The Door of Darkness, by Maude Anneale.
 The Millionaire's Son, by Florence Warder.
 The Aim of Her Life, by L. T. Meade.
 The Angel and the Author and Other Stories, by Jerome K. Jerome.
 Satan Sandercock, by Hallie Erminie River.
 The Honour of X, by Graham Hope.
 The Man Made Law, by Coralie Stanton.
 The Lost Angel, by Katharine Tysan.
 The Magic of May, by Josa.
 The Forefront of the Battle, by Aubrey Loring.
 The Spanish Jade, by Maurice Hewlett.
 The Traitor's Wife, by W. H. Williams.
 The Scarlet Skull, by Geo. Griffith.
 Anne Page, by Netta Syrett.
 Restoration, by Dorothy Gerard.
 Five Nights, by Victoria Cross.
 The Wheel of Fortune, by Louis Tracy.
 Chateau Royal, by L. H. Youell.
 Young Lord Stanleigh, by Robt. Barr.
 Redemption, by Rene Basin.
 A Bounty Boy, by Frank T. Bullen.
 The Shame of Motley, by Rafael Sabatini.
 The Gate of Sinners, by Mrs Coude.
 Karubaka.
 The House of Cards, by Lady Irembrith.
 The Scarlet Runner, by C. N. and A. Williamson.
 The Great Amulet, by Mired Diver.
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 A Gentleman of London, by Morico Gern.
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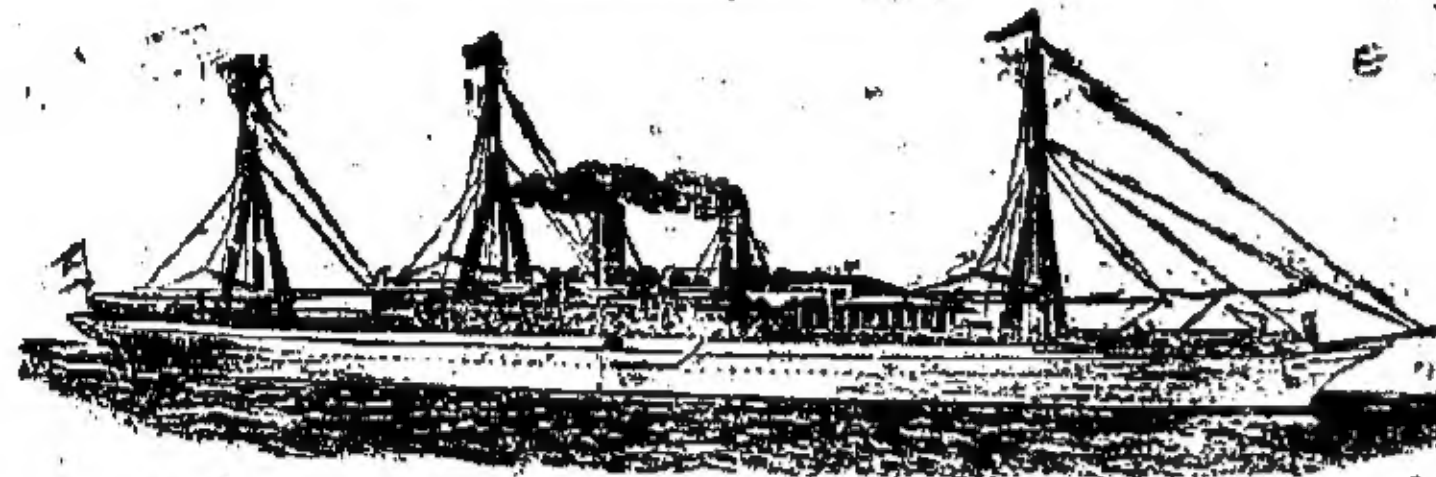
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, via USUAL PORTS	MARMORA	11th Aug.	See special advertisement.
MOJI & KOBE	BANCA	About 8th Aug.	Freight only.
LONDON & ANTWERP	NUBIA	About 12th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMA AND YOKOHAMA	MAITA	About 14th Aug.	Freight only.
SHANGHAI	MAITA	About 20th Aug.	Freight and Passage.

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PROPOSED SAILINGS.	Leave Hongkong	Arrive Vancouver
R.M.S. EMERALD	Saturday, Aug. 8	Sept. 5
R.M.S. IMPRESS OF INDIA	Saturday, Aug. 15	Sept. 12
R.M.S. EMPRESS OF JAPAN	Saturday, Aug. 22	Sept. 19
R.M.S. EMPRESS OF CHINA	Saturday, Aug. 29	Sept. 26
R.M.S. EMPRESS OF INDIA	Saturday, Sept. 5	Oct. 2
R.M.S. EMPRESS OF JAPAN	Saturday, Sept. 12	Oct. 9
R.M.S. EMPRESS OF CHINA	Saturday, Sept. 19	Oct. 16
R.M.S. EMPRESS OF INDIA	Saturday, Sept. 26	Oct. 23
R.M.S. EMPRESS OF JAPAN	Saturday, Oct. 3	Oct. 30
R.M.S. EMPRESS OF CHINA	Saturday, Oct. 10	Nov. 6

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial "EMERALD" Steamship, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

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THE Co.'s S.S.	FOR	TO SAIL	REMARKS.
* JOSEPH MARU, Capt. H. S. SAKURA	TAMAU, via SWATOW AND AMOY	SUNDAY, 9th Aug. at 9 a.m.	
* DALIN MARU, Capt. I. SAKURA	TAMAU, via SWATOW AND AMOY	SUNDAY, 16th Aug. at 2 p.m.	
* BUJUN MARU, Capt. S. SAKURA	SHANGHAI via SWATOW, AMOY AND FOCHOW	TUESDAY, 18th Aug. at 10 a.m.	
* SHOSHU MARU, Capt. LICHU	ANPING, via SWATOW AND AMOY	WEDNESDAY, 19th Aug. at 10 a.m.	

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NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	SCHARNHORST	WEDNESDAY, 12th Aug.	at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	DERFFLINGER	About WEDNESDAY, 12th Aug.	
MANILA, NEW GUINEA, TAP, SAMAR, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND	THURSDAY, 13th Aug.	at 5 p.m.
KUDAT AND SANDAKAN	BORNEO	SATURDAY, 9th Aug.	at 5 a.m.

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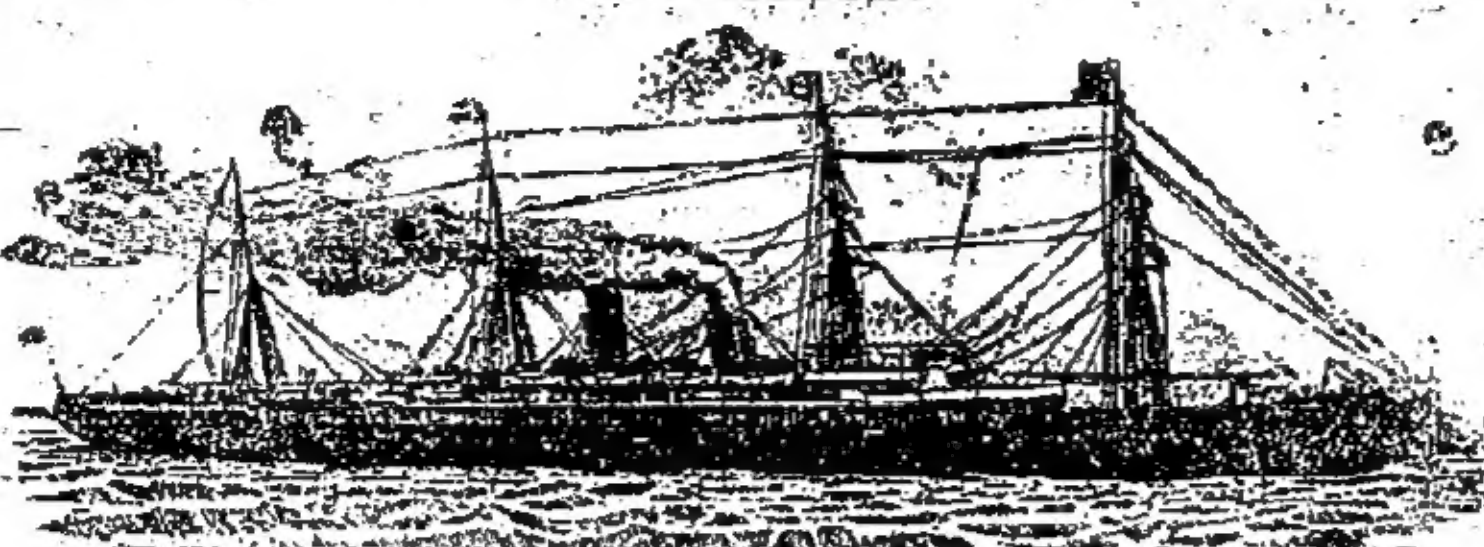
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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1908
* MONGOLIA	27,000 Tons. SATURDAY, 8th Aug. at Noon.
* TENYO MARU	21,000 Tons. TUESDAY, 18th Aug. at Noon.
* KOREA	18,000 Tons. SATURDAY, 28th Aug. at Daylight.
* SIBERIA MARU	11,000 Tons. FRIDAY, 11th Sept. at Noon.
* CHINA	18,000 Tons. SATURDAY, 19th Sept. at Noon.
* MANCHURIA	27,000 Tons. SATURDAY, 26th Sept. at Noon.
* HONGKONG MARU	11,000 Tons. FRIDAY, 8th Oct. at Noon.
* ASIA	8,000 Tons. SATURDAY, 17th Oct. at Noon.

33000 TONS. S.S. SIBERIA.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons. September 14-27th 1908; 10 days, 11 hours and 5 minutes.

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Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 15th to 23rd, 1908; 10 days, 10 hours and 25 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, the 8th August, 1908, at Noon, taking cargo for Japan and the United States.

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CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS.
AMOY, CHEFOO & NEWCHOW	KWANGYANG	August 8, at 4 p.m.	
TSINGTAU, CHEFOO & NEWCHOW	LIANGHONG	August 8, at 4 p.m.	
MANILA	TEA	August 11, at 4 p.m.	
CHEFOO & TIENTSIN	HUICHOW	August 14, at 4 p.m.	
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, OAKINS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	CHANGSHA	Sept. 2, at 4 p.m.	

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	HANGSHANG	MONDAY, Aug. 10, at Noon.	
SHANGHAI	YATSHING	TUESDAY, Aug. 11, at Noon.	
SINGAPORE, PENANG, AND CALCUTTA	KUTSANG	WEDNESDAY, Aug. 12, at 2 p.m.	
SEANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	FRIDAY, Aug. 14, at Noon.	
MANILA	LOONGSANG	FRIDAY, Aug. 14, at 4 p.m.	
MANILA	YUENSANG	FRIDAY, Aug. 21, at 4 p.m.	

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers Kutsang, Namsang and Fooksang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

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OUTWARD—ANTWERP, DUNKIRK, LA PALLOIS, MARSEILLES, GENOA, NAPLES, COLOMBO, SINGAPORE, HONGKONG, CHINWATIAO, (PEKING, TIENTSIN), KOBE, YOKOHAMA, GYOKO to Hongkong in 30 days. NAPLES to Hongkong in 29 days. Unique opportunity to make a Tour in North-China and Japan with great speed, safety and comfort.

TRANS-PACIFIC—VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO, connecting with Canadian Pacific Railway.

Freight to Overland. Passengers to Overland and Europe. Via VANCOUVER.

Yokohama—VANCOUVER 13 days. Yokohama—LONDON & PARIS 29 days.

HONGKONG—MEXICO, RIVER PLATE, BRAZIL, LA PALLOIS via Magellan Straits LIVERPOOL.

PROPOSED SAILINGS: OUESSANT 27th Aug. = CEYLAN 28th November. AMIRAL OLEY 12th Oct. = CORSE 11th January.

New Twin Screw, 16,000 Tons displacement, 1st Class accommodation, splendidly equipped with single berth cabins.

Intermediate Class and Rates of Passage All Round the World Ticket by these boats.

For further particulars, apply to
P. NALIN, Acting Agent, FRENCH MAIL OFFICE.

NORDDEUTSCHER LLOYD BREMEN.

NOTICE FOR KUDAT & SANDAKAN.

Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship BORNEO, Captain F. SKEILL, (ready to load on Thursday, the 6th August), will leave on SATURDAY, the 8th August, at 9 a.m.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD, MELOHRS & CO., Agents.

Hongkong, August 4, 1908. 1039

FOR STRAITS, CHYLOM, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MARMORA, Captain G.H.C. WESTON, R.N.E., carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 8th August, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Himalaya 7,000 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding to Maximilian and London other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Marmora, due in London on the 20th September, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
F. J. ABBOTT, Acting Superintendent.

Hongkong, July 25, 1908. 1049

NAVIGAZIONE GENERALE ITALIANA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Marseilles, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean Sea, Adriatic, Ionian and Aegean, and American Ports up to Callao.

(Taking Cargo at through rates to Penang, Geyser, and Batavia, also Batavia, Valparaiso, Auckland, Alexandria and Malaga)

THE Steamship ISCHIA, Captain Barzani, will be despatched for the above ports on TUESDAY, the 11th inst., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLWITZ & CO., Agents.

Hongkong, August 4, 1908. 1038

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship OATHKINE APOAR, Capt. W.D.A. THOMAS, will be despatched for the above ports on SUNDAY, the 10th inst., at Noon, instead of 11th, as previously advertised.

For Freight or Passage, apply to
D. SANBORN & CO., LTD., Agents.

Hongkong, August 5, 1908. 1044

PRINTING.

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Artistic Printing

AND

Book Binding

Done with Neatness and

Despatch

At Moderate Prices.

Programmes

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and

Books of all kinds.

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China Mail Office

5, WYNDHAM STREET,

HONGKONG.

ADVERTISE

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The Gift of Credit.

A ONE-TIME order, like one blow of a hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the advertisement home and clinches it.

The BEST Mediums for

Advertising are

"CHINA MAIL"

THE

"OVERLAND"

CHINA MAIL.

Read by all Classes in the Colony

and in the Home Country.

Shipping. **PENINSULAR AND ORIENTAL STEAM** **NAVIGATION COMPANY.**

PROPOSED SAILINGS OF MAIL STEAMERS. **MARSEILLES & LONDON.**

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES & LONDON	BRINDISI
			2 days earlier	1 day later
MARMA10500	Aug. 8	HIMALAYA7000	Sept. 6	Sept. 18
DELTA8000	Aug. 22	MAGDONIA10500	Sept. 20	Sept. 27
MAITA6000	Sept. 5	MONGOLIA10000	Oct. 4	Oct. 11
DEVANHA8000	Sept. 19	INDIA8000	Oct. 18	Oct. 25
ODEANA7000	Oct. 3	VICTORIA7000	Oct. 31	Nov. 7
DELTA8000	Oct. 17	BRITANNIA7000	Nov. 14	Nov. 21
ARADIA7000	Oct. 31	MODULAN10000	Nov. 28	Dec. 5
DELHI8000	Nov. 14	ORINA8000	Dec. 12	Dec. 19
MAITA6000	Nov. 28	MOLDAVIA10000	Dec. 26	1909 Jan. 2
DEVANHA8000	Dec. 12	HIMALAYA7000	1909 Jan. 9	Jan. 16
		MONGOLIA10000	Jan. 23	Jan. 28

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR

LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
	HONGKONG	LONDON
* NUBIA8000	Aug. 12	Sept. 27
* SYRIA7000	Aug. 26	Oct. 11
* SPANZA7000	Sept. 9	Oct. 25
* NORE6000	Sept. 23	Nov. 7
* SUMATRA7000	Oct. 6	Nov. 21
* SOMALI7000	Oct. 20	Dec. 4
* BORNEO8000	Nov. 3	Dec. 17
* NILE7000	Nov. 17	Dec. 31
* BUNDA8000	Dec. 1	Jan. 14

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. † Carry only First Saloon Passengers.
For further particulars, Apply to

F. J. ABBOTT,
Acting Superintendent.

MESSAGERIES MARITIMES **FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	Steamers	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	AUSRALEEN	VERNON	Aug. 17, p.m.
MARSEILLES, Via Ports	ARMAND BEHIC	GUIGNON	Aug. 18, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	ERNEST-SIMONS	GIBARD	Aug. 31, p.m.
MARSEILLES, Via Ports	VARRA	SEILLER	Sept. 1, at 1 p.m.

TRANS-SHIPING on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON, via PARIS, from 227.10 up to 271.10, 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars, apply to

P. NALIN, Acting Agent,
QUEEN'S BUILDING.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.-Saloon and shipshape.-Electric Light-Perfect Cuisine-Surgeon and Stewards carried.-All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA **STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAVIRO	2540	R. Rodger	Manila	Saturday, Aug. 8, at Noon
RUBI	2540	R. W. Almond..	Manila	Aug. 16, at Noon

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

MONROSE.....11th August, 1908.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 14, 1908.

Notices to Consignees.

NOTICE TO CONSIGNEES.
STEAMER YARRA.
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex a.s. *Charente*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the undersigned, Goods remaining unclaimed after MONDAY, the 10th August, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 10th August, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 10th August, at 3 p.m. No Fire Insurance has been effected.
F. J. ABBOTT, Acting Agent.
Hongkong, August 3, 1908. 1081

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risks in the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where such consignments will be stored until Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, ex a.s. *Mongolia*, From Penang, ex a.s. *India*, B. and P. S. N. Co.'s steamers.
Optional goods will be landed here unless instructions are given to the contrary before 8 hours.
Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
F. J. ABBOTT, Acting Superintendent.
Hongkong, August 5, 1908. 1089

NOTICE TO CONSIGNEES.
FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship *Catherine* Apsar having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 8th instant, will be landed at Consignees' risk and expense.
Consignees of Cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, August 6, 1908. 1090

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENGLOE.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, August 6, 1908. 1091

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION

The Chinese Mail

THE HONGKONG CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$4 per Annum delivered to Hongkong, \$12.50 to all other Ports.

5 WILLIAMSON STREET, HONGKONG.

Orders booked by Messrs. 'CHINA MAIL'.

THE LATE EX-PRESIDENT

CLEVELAND.

President Roosevelt's proclamation, issued on the occasion of the death of Mr. Grover Cleveland, ex-President of the United States, pays a richly earned tribute to the memory of a man who served his country well. In part it runs:- "In his death the nation has been deprived of one of its greatest citizens. By profession a lawyer, his chief services to his country were rendered during a long, varied and honorable career in public life. As Mayor of his city, as Governor of his State, and twice as President, he showed signal power as an administrator, coupled with entire devotion to the country's good and a courage that quailed before no hostility when once he was convinced where his duty lay. Since his retirement from the Presidency, he has continued well and faithfully to serve his countrymen by the simplicity, dignity and uprightness of his private life."

In a similar proclamation Governor Hughes of New York spoke of Mr. Cleveland as follows:- "He personified civic virtue and exalted the ideal of public office as a public trust. Firm, resolute, incorruptible, unswayed by flattery and unshaken by fear, just and temperate of conviction, he enriched the nation with a noble example of strength and fidelity."

THE ORDER OF THE BATH.

There is rebellion in the ranks of the Most Honorable Order of the Bath, the Englishman writes and like the Baronets they are going to band themselves together in defence of their ancient renown and privileges. With the Baronets the cause of insurrection was the notorious existence of a large number of spurious baronets who could show no patent for their titles. With the Order of the Bath the story is being raised owing to the yearly growing custom of bestowing the Order with "peace" companions. As all the world knows or ought to know since its somewhat domestic inception some five centuries ago the Bath has been mainly a war decoration, to be earned only on the field of battle, and open to no one below the rank of field officer. Though there is no rule of the Order to that effect, it became a recognised qualification that officer to be admitted must have at least commanded his regiment with distinction in battle. Now the old fire eaters who earned their "little bit of red" under these terms, are apparently highly indignant that it should be possible to gain the same distinction, by what they contemptuously call "ink slinging," or by zeal and energy displayed at peace manoeuvres. Formerly, they add, there was a fixed establishment in the Order, and vacancies were only filled as they occurred, whereas now apparently quantities are sent out to be "chucked about anyhow." It is perhaps permissible to sympathise with these warriors for it is certainly not to the interest of the State to depreciate its own wars, there are nowadays so many other orders that it would appear to be quite feasible to keep the brave old "Bath" a purely war decoration and only to be won on the field of battle.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
51, QUEEN'S ROAD CENTRAL.

TERMS VERY MODERATE
Consultation Free.

W. G. HUMPHREYS & CO.,
BANK BUILDINGS.

Hongkong, May 18, 1906. 1024

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WINE DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT JARS as on Week Days.

Express Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALBERT STREET, HONGKONG.

JOHN D. HUMPHREYS & SON,
General Managers.

HONGKONG AVERAGE MARKET

Corrected to Thursday, July 30th, 1908.
At 100 cents per Dolon-Metric.

Butcher Meat.

Beef steaks and prime cut-Mal Lang Pa	lb 18
" Corned-Ham Ngau Yau	lb 18
" Roast-Shiu	lb 18
" Breast-Ngan Lam	lb 18
" Soup-Tung Yau	lb 18
" Steak-Ngan Yau Pa	lb 18
" Outing Ngau Lan Shikda	lb 28
" Sausages-Ngan Chung	lb 28
Bolloch's Brakes-Slow	per set 10
" Tongue fresh-Ngan Si	each 60
" Corned-Ham Ngau Yau	lb 68
" Head-Ngan Yau	lb 80
" Heart-Ngan Sun	lb 12
" Lump-Yau-Ngan Kin	each 7
" Feet-Ngan Kerk	each 7
" Kidneys-Ngan Yau	lb 10
" Tail-Ngan Mai	lb 17
" Liver-Ngan Con	lb 12
" Tripe (undressed)-Ngau To	7

Calves Head and Feet-Ngan-chai-tau-kek set \$1.90

Mutton Chop-Young Fat Kwat	lb 23
" Leg-Young Poi	lb 23
" Shoulder-Young Shau	lb 20
Pigs Chittings-Chi chong	lb 24
" Brains-Chi Kow	per set 2
" Feet-Chi Kerk	lb 18
" Fry-Chi Chak	lb 10
" Head-Chi Sun	lb 12
" Heart-Chi Sun	each 9
" Kidneys-Chi Yiu	lb 8
" Liver-Chi Con	lb 10
" Pork Chop-Chi Fat Kwat	lb 23
" Corned-Ham Chai Yau	lb 23
" Leg-Chi Fat	lb 18
" Fat or Lamb-Chai Yau	lb 18
Sheep's Head and Feet-Young Yau Kerk set 5	
" Heart-Young Sun	each 8
" Kidneys-Young Yiu	lb 10
" Liver-Young Con	lb 22
Smoking Pig, To Order-Chi Chai	lb 22
Beef, Best-Sung Ngau Yau	lb 20
" Mutton-Sung Young Yau	lb 24
Veal-Ngan Chai Yau	lb 20
" Sausages-Ngan Chai Chong	lb 20

Poultry.

Chickens-Kai Chai	lb 30
Capon, Large, Small-Siu Kai	lb 32
Ducks-Ai	lb 22
Doves-Fan Sau	each 18
Eggs-Hen-Kai Tan	per dozen 24
Fowls, Canton-Kai	lb 32
" Hainan-Hoi Nam Kai	lb 28
" Goose-Ngou	lb 18
Geese, Wild Shik-She Yau Ngou	pals
Musk Deer-Wong Keng	each
Hare, Shanghai-Tu Chai	each
Partridge-Chi Kow	pals
" Pheasant-Shan Kai	pals
Pigeons, Canton-Pak Kip	each 26
" Holbro-Hoi Hoi Pak Kip	lb 22
Quail-Um Chun	each
Rice Birds-We Pa Chouk	dozen
Saupe-Sa Choy	each
Turkeys Cook-Phor Kai Kang	60
" Hen-Na	46
Wild Ducks, Fat-Shanghai Salap	pals
" Fat-Sal Ap Chai	pals
Wild Ducks Canton-Sang Shing Fat Ap	pals

Fish.

Barbel-Ka Yu	lb 11
Bream-Siu Yu	lb 18
Canton Fresh Water Fish-Hoi Hui Yu	lb 20
Carp-Li Yu	lb 22
Outfish-Chik Yu	lb 12
Outfish-Moon Yu	lb 16
Crabs-Hai	lb 20
Outfish-Mak Yu	lb 14
Dab-Sa Mang Yu	lb 12
Doe-Wong Mai Lun	lb 11
Dog Fish-Tu Sa	lb 10
Eels, Canton-Hai Man	lb 16
" Fresh water-Tan Siu Yu	lb 18
Sole, Yellow-Wong Shi	lb 38
Frog-Nan Kai	lb 38
Garcupa-Sek Pan	lb 70
Gudgeon-Pak Kap Yu	lb 12
Herring-Tuo Pak Yu	lb 28
Halibut-Chong Kwan Yu	lb 28
Labron-Wong Fa Yu	lb 28
Loach-Wu Yu	lb 32
Lobsters-Lung Ha	lb 32
Macaroni-Chi Li	lb 16
Musk Fish-Mong Yu	lb 32
Mullet-Chai Yu	lb 28
Oysters-Sang Hoo	lb 24
Farrotfish-Kai Kung Yu	lb 18
Perch-Tu Foo	lb 16
Pike-Fa Pak Fong	lb 10
Plaice-Fan Yu	lb 26
Tomcod, Black-Hak Chong	lb 24
Tomcod, White, Pak Chong	lb 24
Yarns-Ming Ha	lb 56
Ray-Fa Yu	lb 10
Rock Fish-Sak Kwa Kung	lb 17
Scorpion-Chi Yu	lb 17

Meat.

Salmon-Ma Yau Yu	lb 40
Shark-Sa Yu	lb 10
Shake-Po Yu	lb 11
Shrimps-Ha	lb 28
Snapper-Lay Yu	lb 28
Soles-Tat Sa Yu	lb 30
Tanah-Wan Yu	lb 20
Turbot-Cho Hoi Yu	lb 22
Turbot, small, fresh water-Hak Yu	lb 70
White Bait-Ngan Yu Chai	lb 1

Fruits.

Almonds-Hung Yan	lb 24
Apples, (California)-Kam San Ping Kho	lb 24
" (Chefoo)-Tin Chup Ping Kho	lb 12
" Small-Hoi Tung	lb 8
" Custard-Fan Lai Chi	each 8
Bananas, fragrant, Canton-San Shing Heong Chiu	lb 8
Bananas, (Bridges), Macao-San Heng Chiu	lb 6
Cherries, Chinese-Poong Lai	lb 1
Carambola-Young Tuo	lb 7
Cocounts-Yoh Tan	each 10
Lemons, China-Ning Moon	lb 10
" America-Kum San Ning Moon	lb 7
Lichees Dried-Lai Chi Small Stone	lb 24
" Fresh	lb 10
Limes, (Siam)-Sai Hung Ning Moon	lb 8
Mango, Manila-Lai Sung Mong	lb 14
Mangoes, (Siam)-San Chik Tin	per 100 \$2.00
Oranges, (Canton)-San Shing Tin Chong	lb 40
Oranges Sweet	lb 10
Pears, (American)-Kam San Bhat Li	lb 10
" (Canton), Cooking-Sa Li	lb 10
Peanuts-Fa Sang	lb 10
Persimmons Large-Hung Chiu	lb 10
Pine Apples, Let quality-Shoung Poon Tin	each 12
Paw Paw	each 12
Shaddock-Chung-sung-paw-paw	each 12
Mandarin-Tai Chou	lb 4
Plums-Synatong Hung Lai	lb 8
Pumelo, Siam-Chim Lo Yau	each 10
Shanghai-Lo Kwat	lb 8
Walnuts-Hop Tuo	lb 12
" Green-Sang Hoi Tuo	lb 7
Water Melon-(Am.) Kam San Sal Kwa	lb 10
" (China) Sai Kwa	lb 10

Vegetables, &c.

Vessels Advertised as Loading.

DESTINATION.	YEARLY.	AGENTS.	DATE OF LEAVING.
Amoy, O'ao, N'chwang Australian Port.	K'wayang (s)..... Easton (s).....	Butterfield & Swire, Gibb, Livingston & Co.	Aug. 8, at 4 p.m. Aug. 10, at Noon.
B'yang, S'pore, Penang	Iachia (s).....	Carlqvist & Co.	Aug. 11, at Noon.
Chefoo & Tientsin	Hedebom (s).....	Butterfield & Swire.	Aug. 14, at 4 p.m.
Coke Port & S'langang	Bojars Merr (s).....	Jacks Shoon, Kahala.	Aug. 18, at 10 a.m.
Europe, &c.	Selamborast (s).....	Melchers & Co.	Aug. 22, at Noon.

Vinca, Trieste, &c.	Mela (c)	Sauder, Wiler & Co.	Aug. 22, n.m.
Wien, Vienna	Mama (c)	Nippon Yusen Kaisha	Aug. 18, Daylight
Yapan & Pondok	Nizawa (c)	Shawman, Thomas &	Aug. 8, n.m.
Kudat and Sandakan	Boraso (c)	Malchers & Co.	Aug. 8, at 9 a.m.
Udon, H'burg, & Weop	Pichler (c)	Shewman, Thomas &	About Aug. 25.
London, A'ron, &c.	Naba (c)	C. & O. S. N. Co.	Aug. 8, at Noon
Max, London & Caprice	Syria (c)	C. & O. S. N. Co.	About Aug. 26.
	Loungsang (c)	Jardine, M'Leod & Co., Ltd.	Aug. 14, at 4 p.m.
Maula	Manila (c)	Shewman, Thomas &	Aug. 21, at 4 p.m.
Maula	Zefry (c)	Shewman, Thomas &	Aug. 21, at 4 p.m.
Maula	Ramb (c)	Shewman, Thomas &	Aug. 15, at Noon
Maula	Ton (c)	Suttonfield & Swire	Aug. 11, at 4 p.m.

Musalia, A'lian Ports	Prix Sigismund (n)	Melchers & Co.	Aug. 13, at Noon
Moselle, v. Saigon.	Aramand Behic (n)	Messageries Maritimes	Aug. 15, at 5 p.m.
Morje, v. Saigon.	Breca (n)	P. & O. S. N. Co.	About Aug. 6.
Norfolk, v. Saigon.	Monza (n)	Pacific Mail S. S. Co.	Aug. 8, at noon.
San Francisco, v. Japan	Monzella (n)	Togo Kisen Kaisha	Aug. 18, at Noon
San Francisco v. Japan	Togyo Maru (n)	Togo Kisen Kaisha	Aug. 29, daylight
San Francisco, v. Japan	Amorik, Maru (n)	Togo Kisen Kaisha	Sept. 1, at Noon
San Francisco, v. Japan	Siberia (n)	Pacific Mail S. S. Co.	Sept. 19, at Noon
San Peio, v. Japan	Ohina (n)	Pacific Mail S. S. Co.	Sept. 28, at Noon

S'tow, Amoy & Tamsu	Joshin Maru (a)	Osaka Shosen Kaisha.	Aug. 9, at 9 a.m.
S'tow, Amoy & Tamsu	Daigun Maru (a)	Osaka Shosen Kaisha.	Aug. 18, at 2 p.m.
S'tow, Amoy & Anping	Shoeshu Maru (a)	Osaka Shosen Kaisha.	Aug. 19, at 10 a.m.
S'hai, N'ki, Kobe, Y'ms	Derflinger (a)	Molchers & Co.	About Aug. 12.

S'hai, Mojib, Koba Y'm	Shen (s)	P. & C. B. N. Co.	About Aug. 14.
S'hai, Mojib, Koba Y'm	Srin (s)	W. & A. Co.	Aug. 17, p.m.
S'hai, Koba & Y'hama	Street Simons (s)	Messageries Maritimes	About Aug. 17.
S'hai, Chiu too America	Quassant (s)	Messageries Maritimes	About Aug. 27.
Shanghai	Hwangang (s)	Jardine, Mathon & Co., Ltd.	About Aug. 10, p.m.
Shanghai	Shanghai (s)	Jardine, Mathon & Co., Ltd.	Aug. 11, 11 p.m.
Shanghai	Malta (s)	P. & C. B. N. Co.	Aug. 14, 11 p.m.
S'hai, Mojib, Koba Y'm	Fookang (s)	Jardine, Mathon & Co., Ltd.	Aug. 11, 11 p.m.
Stow, Penang & Citta	Kutnang (s)	Jardine, Mathon & Co., Ltd.	Aug. 12, at 2 p.m.
Stow, Penang & Citta	Indian Apost (s)	Sassoon Co.	Aug. 16, at 2 p.m.
Stow, Amoy & P'chow	Elauun (s)	Dunlop & Co.	Aug. 2, at 2 p.m.
Taiyang & N'hwang	Lingchow (s)	Butterfield & Swire.	Aug. 8, at 4 p.m.
Victoria, B.C., Tacoma	Kumeric (s)	Doddard & Co., Limited	August 19.

SHARE LIST.—QUOTATIONS.

August 7, 1938.				
Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations on Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	£ 185	all	\$8770. £79
National Bank of China, Limited ...	99,925	£ 7 ½	all	\$51 buyers

MARINE INSURANCE				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	50	\$250, sellers
China Trade Insurance Co., Ltd.	24,000	\$ 353	25	\$353, buyers
North-China Insurance Co., Ltd.	10,000	\$ 12	5	\$12, buyers
Union Insurance Society, Limited	10,000	\$ 250	100	\$750, sales
Yantai Insurance Association Ltd.	12,000	\$ 100	80	\$150, buyers
FIRE INSURANCE				
China Fire Insurance Co., Ltd.	20,000	\$ 100	20	\$20, buyers

Hongkong Fire Insurance Co. Ed.,	2,000	200	00	£110, sellers
DOCK, ETC.,				
Hkong & Whampoa Dock Co., Ed.	50,000	50	all	£105, sellers
Gee. Fenwick & Co., Limited.	10,000	95	25	£12, sellers
New Amoy Dock Co., Ltd.	10,000	62	62	25, sellers
Shanghai Dock & Eng. Co., Ed.	55,700	100	100	£10, 25, 64
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co. Ed.	30,000	25	25	£15, sellers

Douglas Steamship Co., Limited, ...	50,000	50	all	538
H.K. C. and M. Steamboat Co., Ltd.	80,000	15	15	929, sales & sellers
Indo-China S. N. Company, Ltd.	60,000	5	all	131
Star Ferry Company, Ltd.	10,000	10	10	223, netter.
	10,000	10	5	915, sales
Shak Tsang and Trading Co., Ltd.	2,000,000	10	15	436
Thau Tien and Lighter Co., Ltd., ...	8,600	715	61	50, 715, 46

Shanghai Tug and Lighter Co., Ltd.	200,000	Tls	50	Tls	50	Tls	50
do. Preference.	100,000	Tls	50	Tls	50	Tls	50
REVENUES.							
China Sugar Company, Limited.....	20,000	£	150	all	£150, s. 11 12 6		
Luen Seng Company, Limited.....	7,000	£	100	all	£25		
Pank Sagar Colonisation Co., Ltd. ...	7,000	Tls	60	Tls	50	Tls	50
SHARES.							
H. K. & Kow. Wharf & Godown Co. ...	60,000	Tls	50	all	£45, buyers		
	30,000	Tls	60				

Shanghai and Hongkong Wharf Co., Ltd.	124,450	Tls. 190, sellers
LAND AND BUILDING.		
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100 160
Shanghai Land Investment Co., Limited	78,000	Tls. 50 Tls. 65
Kowloon Land and Building Company	6,000	\$ 50 \$ 80
Wai-wei Land & Building Co.	3,874	Tls. 25 Tls. 26

Humphreys Estate & Finance Co.,	150,000	10	all	\$10, sellers
West Point Building Co., Limited,	12,500	50	50	745, buyers
TRAMWAYS.				
The Peak Tramways Co., Ltd.,	25,000	10	all	\$14
	50,000	10	1	\$2, buyers
MINEING.				
Société Française des Charbonnages de Tonkin	16,000	75c.	250	all
Regeret Gold Mines Co., Ltd.	200,000	2	1	12/10
				\$7, sales

Hotels, Etc.	12,000	50	all	\$80 buyers
Hongkong Hotel Company, Ltd.	30,000	15	25	\$19
Astor House Hotel Co., Ltd. (Shanghai)				
DEPARTMENT				
A. S. Watson & Co., Limited	30,000	10	10	\$8 1/2
Watkins Limited	10,000	10	10	\$3
WORKING				
H.K. and China Gas Co., Limited	7,000	12	all	\$185
	8,000	20	7 1/2	7 1/2, 113, ex div.

Shanghai Gas Company, Ltd.	60,000	5	10	10	11 1/2	buyers
Hongkong Electric Co., Limited						
MISCELLANEOUS.						
Green Island Cement Co., Ltd.	400,000	5	10	10	10 1/2	sellors
H.K. Milling Co., Ltd., in liquidation	10,000	5	100	10	10	Nominal.
Boji's Asbestos Eastern Agency, Limited	8,804	2	17/6	12/6	97	ex div.
United Asbestos Oriental Agency, Limited	100,000	5	10	5	10	11 1/2, buyers
	100,000	5	10	10	10	\$250, buyers

Union Waterboat Co., Limited	30,000	1	0	0		
Hongkong Dairy Farm Co.	25,000	1	0	0	119	buyers
Hongkong Ice Company, Limited...	5,000	0	25	all	535	
Shanghai Waterworks Co., Ltd....	13,350	2	0	0	20	Tls. 400
H'kong Rope Manufacturing Co., Ld.	60,000	0	10	all	824	sales & sellers
Hongkong Cotton Spinning Co., Ld.	125,000	0	10	1	11	\$11
Euro Cotton Spinning and Weaving Co., Limited	20,000	Th	60	Tls	50	Tls. 63

International Cotton Manufactur- ing Co., Limited	10,000	T/a	75	T/a	75	T/a	75
Leon-Rump-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	T/a	100	T/a	100	T/a	85
Soy Seng Cotton Spinning Co. Ltd.	2,000	T/a	500	T/a	500	T/a	2424
Chai-President Loan Mortgage Co., Limited	800,000	¢	15	¢	10	¢	1500
China Bureau Company, Ltd.	80,000	¢	12	¢	12	¢	1104, sell
Campbell, Moore & Co., Limited	1,900	¢	10	¢	10	¢	110

Wm. Powell, Limited	12,500	10	10	\$5, sellers
.....	3,000			
South China Morning Post.....	6,000	85	25	\$23
.....	10,000	10	10	\$33, sellers
China Light and Power Company	50,000	1	1	
.....	20,000	5	5	\$54
Steam Laundry Company, Limited.	175	103	100	\$150, buyers
Waisman Limited.....				
OSCAR COMPANIES				
Philippine Co., Limited.....	67,500	10	10	\$3, sellers

Aldabra Limited	300/8	500/8	00	10/10/10
LOANS	Amount	Interest	Quotation	
Chinese Imperial 1888	100,000	2 1/2%	P.	
VERNON and SMYTH, Share-Brokers				
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